

REMARKS

In the Office Action of February 7, 2002 the Examiner objected to the drawings as not showing the features of claims 16 and 21, rejected claims 8 to 11 and 20 to 24 as indefinite, and rejected all claims as anticipated or obvious over EP-0798187, alone or combined with other references.

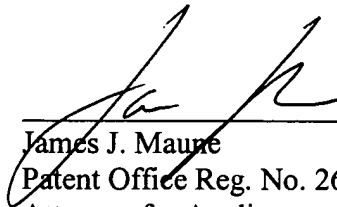
Applicant's undersigned attorney conducted a telephone interview with the Examiner on March 13, 2002 concerning this case. The discussion concerned the Examiner's comments in the last paragraph on page 7 of the Office Action. During the telephone discussion the Examiner pointed out that the term "dynamic conditions of operation of the vehicle" was interpreted to include driver operation of the brake pedal, and accordingly this phrase was properly applicable to the EP-0798187 reference. The Examiner indicated that amendment of the claims to "dynamic conditions of the vehicle" would be consistent with the arguments presented and apply to conditions that represent vehicle instability.

As set forth above applicants have filed a Request for Continued Examination and amended the claims to change the term consistent with the discussion on March 13. The claims are also amended to address the rejections based on indefiniteness. Applicants have requested amendment of the drawings and specification consistent with the suggestions of the Examiner.


This application is believed to be in condition for allowance. If further issues arise the Examiner is invited to telephone the undersigned.

Attached hereto is a **Version With Markings to Show Changes Made.**

Respectfully submitted,



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VERSION WITH MARKINGS TO SHOW CHANGES MADEIn the Specification:

Please amend paragraph 0028 as follows:

[0028] (Amended) The system shown in Fig. 3 likewise has a processor 1 which is part of a single electronic stability system 8' for detecting an unstable condition of the vehicle respecting the dynamics of vehicle movement, whose output signal A1 is supplied to a controller 5. The controller 5 controls an actuator 6 for each vehicle wheel. the actuator 6 actuates a clamping device 7 which, for braking the respective vehicle wheel after overcoming free play, presses two friction elements together.

IN THE DRAWINGS:

With the consent of the Primary Examiner, it is requested that the drawing corrections indicated in red in the attached copies of Figures 1 to 3 be entered.

IN THE CLAIMS:

1. (Amended) A method for controlling a brake system of a vehicle wherein braking effect on the vehicle wheels is a function of brake pedal force exerted by the operator, said braking effect being enhanced by an adjustable braking force booster, comprising:

detecting dynamic conditions [of operation] of said vehicle;

analyzing said dynamic conditions to detect a condition of vehicle instability; and

increasing the force boosting effect of said braking force booster when said analysis indicates condition of vehicle instability.

8. (Twice Amended) A method for controlling a braking system of a vehicle having at least one clamping device for braking a vehicle, and an actuator for moving said at least one clamping device into clamping engagement, comprising:

detecting dynamic conditions [of operation] of said vehicle;

analyzing said dynamic conditions to detect a condition of vehicle instability; and

in response to detection of a condition of vehicle instability operating said actuator to overcome free play of said at least one clamping device.

10. (Amended) A method as specified in claim 8 wherein said monitoring comprises monitoring the operator's use of [the] an accelerator.

12. (Twice Amended) A braking system for a vehicle comprising:

a brake pedal for operation by a vehicle operator for applying braking force;

a braking force booster for increasing said braking force, said booster providing a first normal braking force as a function of force applied to said brake pedal and being responsive to a supplied control signal to change said normal braking force as a function of force applied to said brake pedal; and

a processor responsive to supplied signals representing dynamic conditions [of operation] of said vehicle, said processor being programmed to analyze said dynamic conditions and provides said control signal to said booster to cause said booster to change braking force when said dynamic conditions indicate a condition of vehicle instability.

20. (Amended) A braking system for a vehicle comprising:

a brake pedal for operation by a vehicle operator for applying braking force;

at least one clamping device, responsive to an actuator, for applying said braking force to said vehicle;

an actuator, responsive to said braking force and a control signal for operating said at least one clamping device, wherein said control signal [operator] operates said actuator to overcome free play of said clamping device; and

a processor responsive to supplied signals representing dynamic conditions [of operation] of said vehicle, said processor being programmed to analyze said dynamic conditions and provide said control signal to said actuator when said dynamic conditions indicate a condition of vehicle instability.